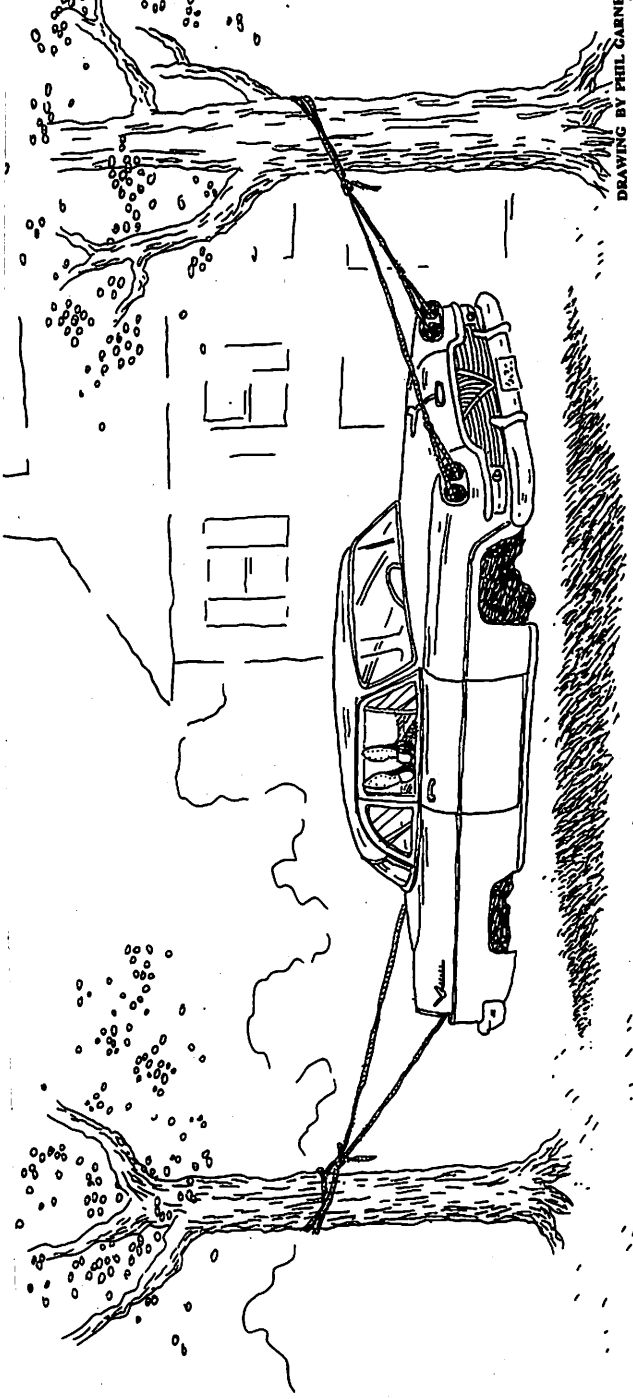




*This 1937 Cadillac Formal Sedan
foretells rounded lines that dominated
the popular styling of the '40s*



"ALL-WEATHER HAMMOCK"



Herald Photo/Partek J. Krohn
Neighbors Monte Morgan (left) and Bob Bethers pose with their 1938 Chevrolet sedans.

Neighbors show off '38 Chevys

By PATRICK CHRISTIAN
Herald Staff Writer

With its potent 400 cubic-inch engine, Bob Bethers' white customized 1938 Chevrolet sedan passes much younger automobiles with ease.

But Bethers' neighbor, Monte Morgan, says his customized yellow 1938 Chevrolet sedan with a mighty but smaller V-8 can hold its own in a street race against Bethers' classic street car.

The two neighbors said it's rare to find a single two-door 1938 Chevrolet sedan, but even rarer to have '38 Chevrolet owners living across the street from each other.

Both cars are being polished

and cleaned up for display in this Saturday's Pioneer Park Auto Show in Provo.

The show at the park, located at 500 N. and 500 West streets, will begin at 9 a.m. and continue through 5 p.m. and it's free to the public.

Ray Campbell, one of the show organizers, said he expects as many as 200 automobiles to be on display. And he said funds raised by the \$15 entry fees car owners have to pay will go to aid the Boys and Girls Club of Utah County.

"I've been into cars for most of my life," said Morgan, who said his love of shiny custom cars started at age 16.

Unlike some custom car builders who never drive the cars of their dreams, Morgan and Bethers do.

And they risk losing the thousands of hours of love they have put into their vehicles if ever they should crash.

Morgan also has a 1960 Chevrolet pickup truck and a 1955 customized Cadillac ambulance.

In addition to his '38, Bethers has a 1928 Model A Ford sports coup and is just finishing a 1936 Chevrolet pickup truck.

He said a builder has to do a lot of scrounging to find all the right stuff to build a street rod.

"It's fun to take a piece of (See CARS, Page A2)

1947 Lincoln Continental
Cabriolet Convertible



1947 LINCOLN-CONTINENTAL MODEL 56 CABRIOLET CONVERTIBLE

White readies midget (car) for assault on record set in 1949

□ *Editor's Note: After years in Washington's fast lane as a government reporter, Gordon Eliot White is going to try to break a speed record July 27 at the Bonneville Salt Flats. Following is the first in a series of articles detailing his attempt.*

By Gordon Eliot White
Deseret News staff writer

Why would someone want to make a speed run at Bonneville in a 38-year-old race car?

Because there is a 37-year-old speed record on the books. Because that record is there, and because I think I have at least a chance to break it in a car that could have run at Bonneville in 1949.

Call it the Walter Mitty Challenge II. (There is already a Walter Mitty Challenge Cup run at Road Atlanta by the vintage sports car people.)

I'm not a race car driver. I may have thought once, that I could drive race cars, but I found many years ago that I was a better newspaperman than driver. I gave it a very brief try on a half-mile dirt track at Morristown, N.J., when I was 18. I like to think that I can handle a racing car reasonably well, but I just do not have the desire to drive quite fast enough in competition to be a winner.

I won a rally trophy, once, in my '48 Ford, but when it came to diving into a turn on a dirt track, inches away from other cars, at competitive speeds, I had a too-vivid picture of what could happen if someone messed up. I thought it probably would be me. The rest of the drivers were either braver than I, or had less active imaginations.

At Bonneville you don't compete wheel-to-wheel with another car. You have a lot of room to maneuver.

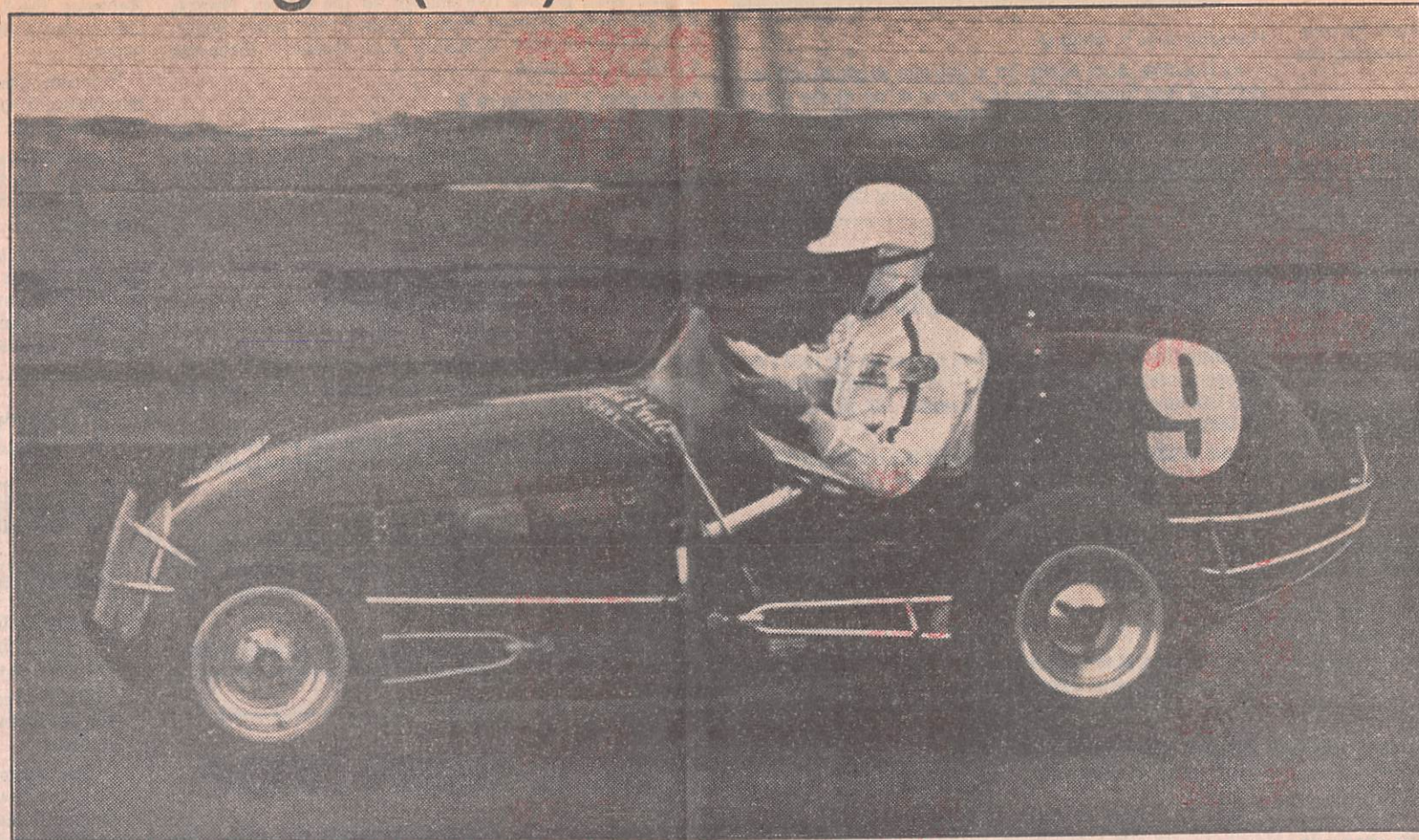


Photo by W.C. Baker

Gordon "Fast Lane" White takes his midget racer for a relaxed ride. He is set for a July 27 record attempt at the Salt Flats.

If you can get your car to go fast enough you can "win" the satisfaction of going faster than the next man, even though that man has been dead since 1949.

It is not unusual to try to go fast at Bonneville. The hot rodders have been doing it there since '49. They even run vintage '32 Fords and other old iron on the salt. But no one, as far

as I can find, has attempted to break the midget record these 37 years.

Midgets — an unfortunate name for fully professional, though small, racing cars — flashed on the sporting scene in 1933. They became a craze in the late 1930s on both coasts, and came back stronger than ever after World War II. Midget-trained drivers went on to become national AAA champions and Indianapolis

winners in the 1940s and '50s.

Midgets ran for records in their class beginning in 1935, when Billy Betteridge pushed his outboard-powered car to more than 120 miles an hour at El Mirage dry lake in California. Other drivers nudged the record to 123.29 mph before the war — Frankie Bailey failed to break that mark in a run on Nantasket Beach,

Mass., in January, 1937.

Danny Oakes, in a California car owned by Jack Balch, turned 139 mph in the first midget run at Bonneville, in 1947, and the same car set the current record in '49 at 147.95 mph.

Subsequently, other midgets ran for records at Daytona Beach, Fla., during Speed Weeks in the late 1950s,

but none ever exceeded 139 mph on the sand.

Over-racing, television, or just the fading of public enthusiasm did the midget in as a major sport by 1950. Midgets still race, but they are hardly a factor in modern motor sports.

Call it nostalgia, but the midgets were a special part of my growing up. One of the greats of the sport, Bill Schindler, lived around the corner from my parents' home in Freeport, N.Y. The Freeport track was within easy earshot of home.

I hung around the track, worked as a "go-fer" for Schindler for parts of two seasons, and loved to watch the sleek, shiny, chrome-plated little cars slide around quarter-mile paved tracks, wheel-to-wheel, in what is still, to me, the most exciting form of motor sport.

When the midgets were at their peak, I couldn't afford one. Then, about 10 years ago, an active hobby of restoring and running antique race cars sprang up. Bitten by the racing bug once more, I located a car in pieces in a barn in Phoenixville, Pa., paid \$200 for it and spent three years putting it back together.

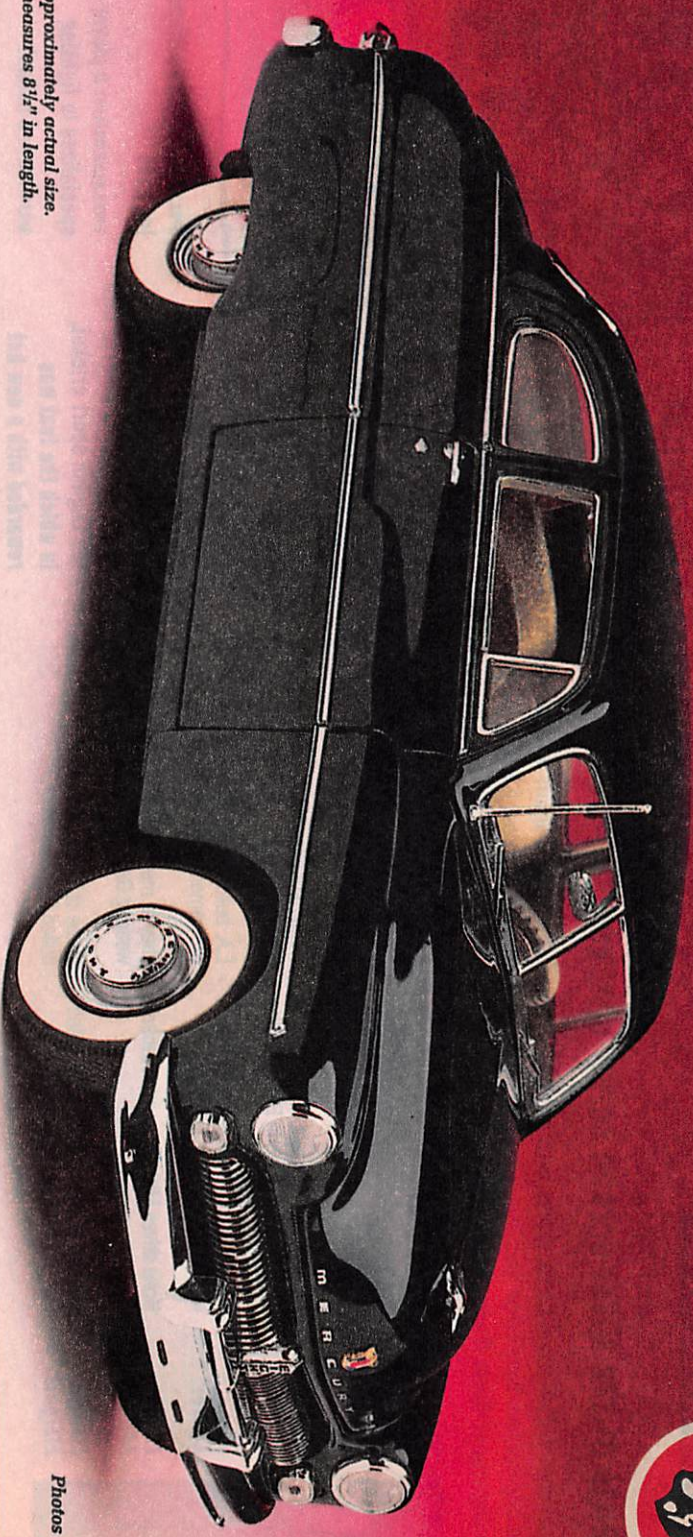
The Offenhauser engine I found for it displaces 122 cubic inches, just under the size limit for International Class C, the class in which the last official midget record was set, though at that time the largest midget Offy made had only 102 cubic inches. Those extra 20 inches of engine displacement gave me the idea that I could break the record. The extra power may be enough, I hope, to offset the roll bar and other safety equipment that is required by modern rules.

But new record or not, the midget class has been dormant too long. At least I can remedy that.

Next: Finding and restoring the car.

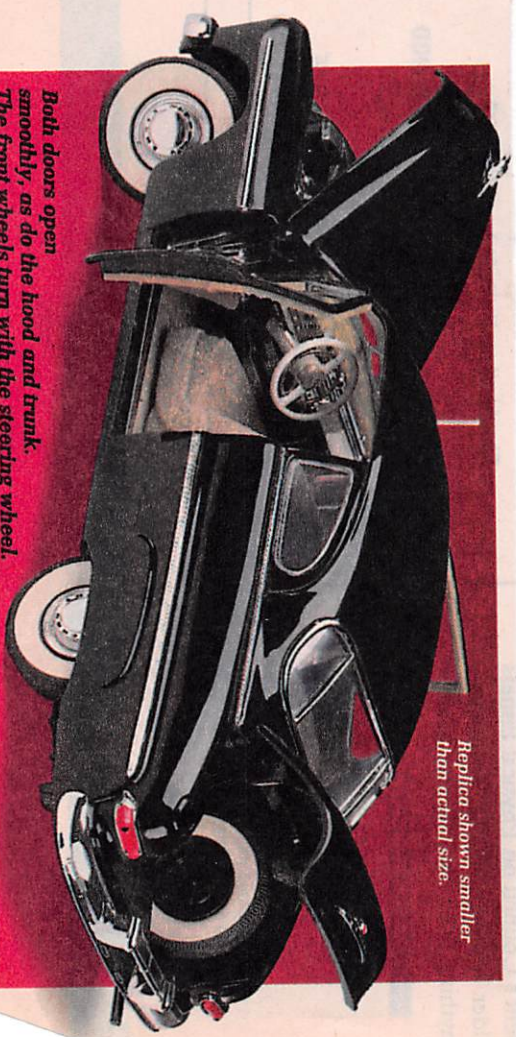
1949

THE 1949 MERCURY CLUB COUPE



Shown approximately actual size.
Replica measures 8 1/2" in length.

Photos depict the replica—
not the actual car.



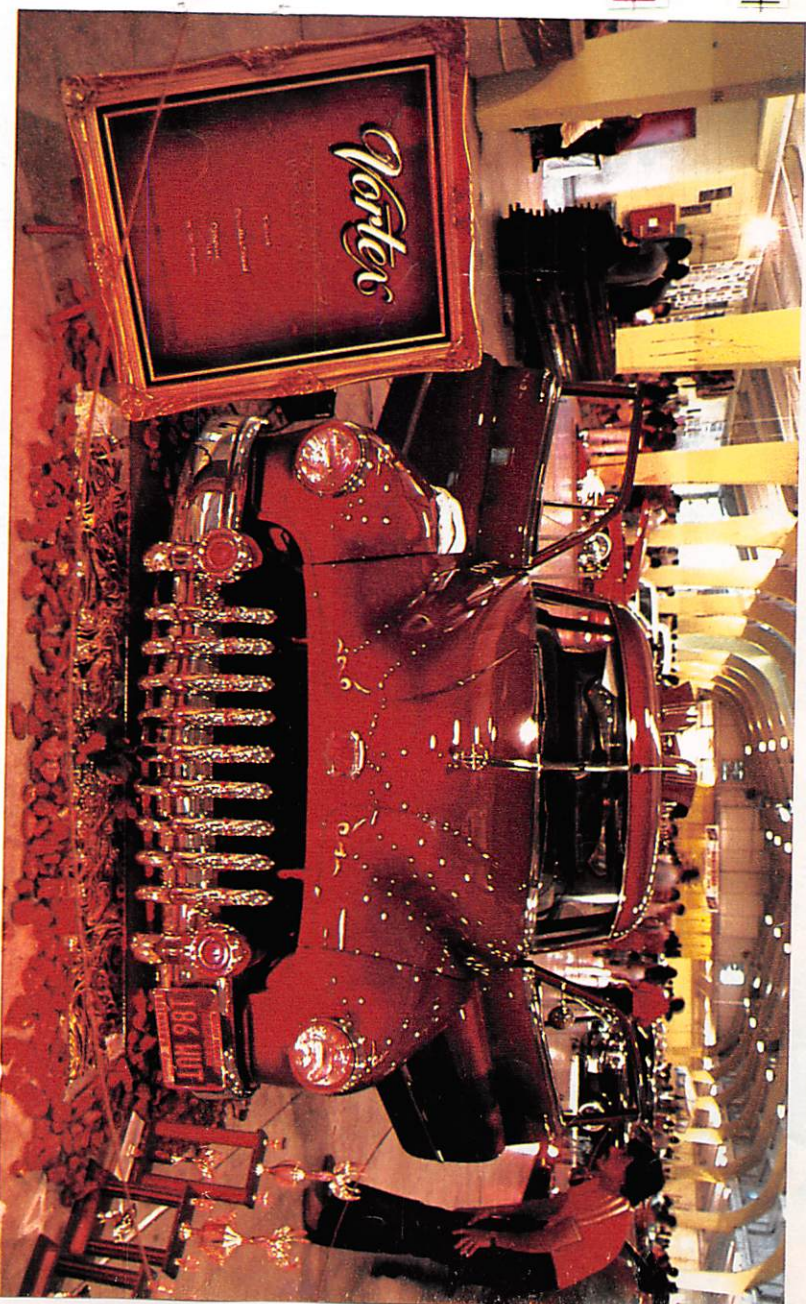
Replica shown smaller
than actual size.

Both doors open
smoothly, as do the hood and trunk.
The front wheels turn with the steering wheel.

1949



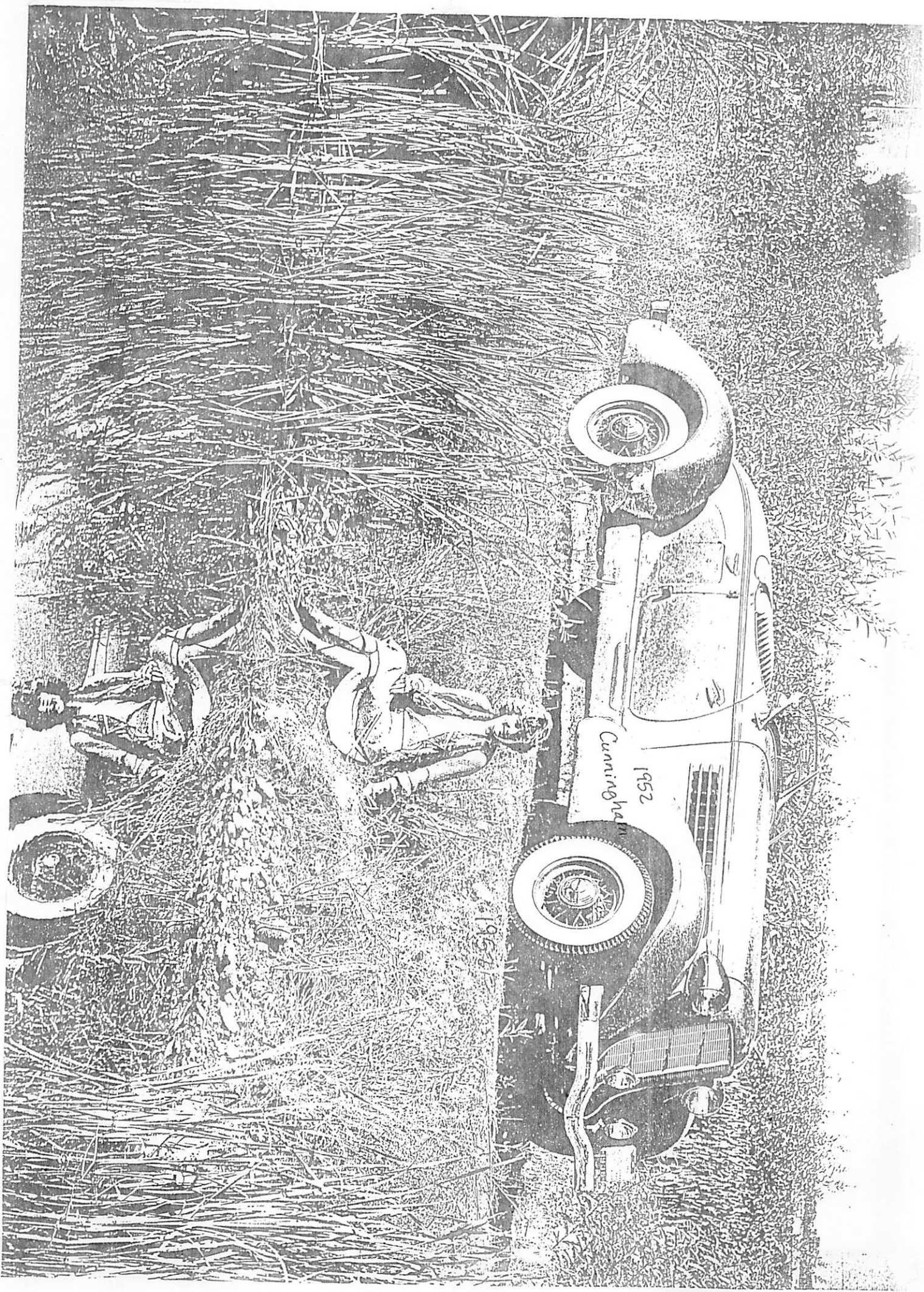
1949 Ford: first new
design since WWII



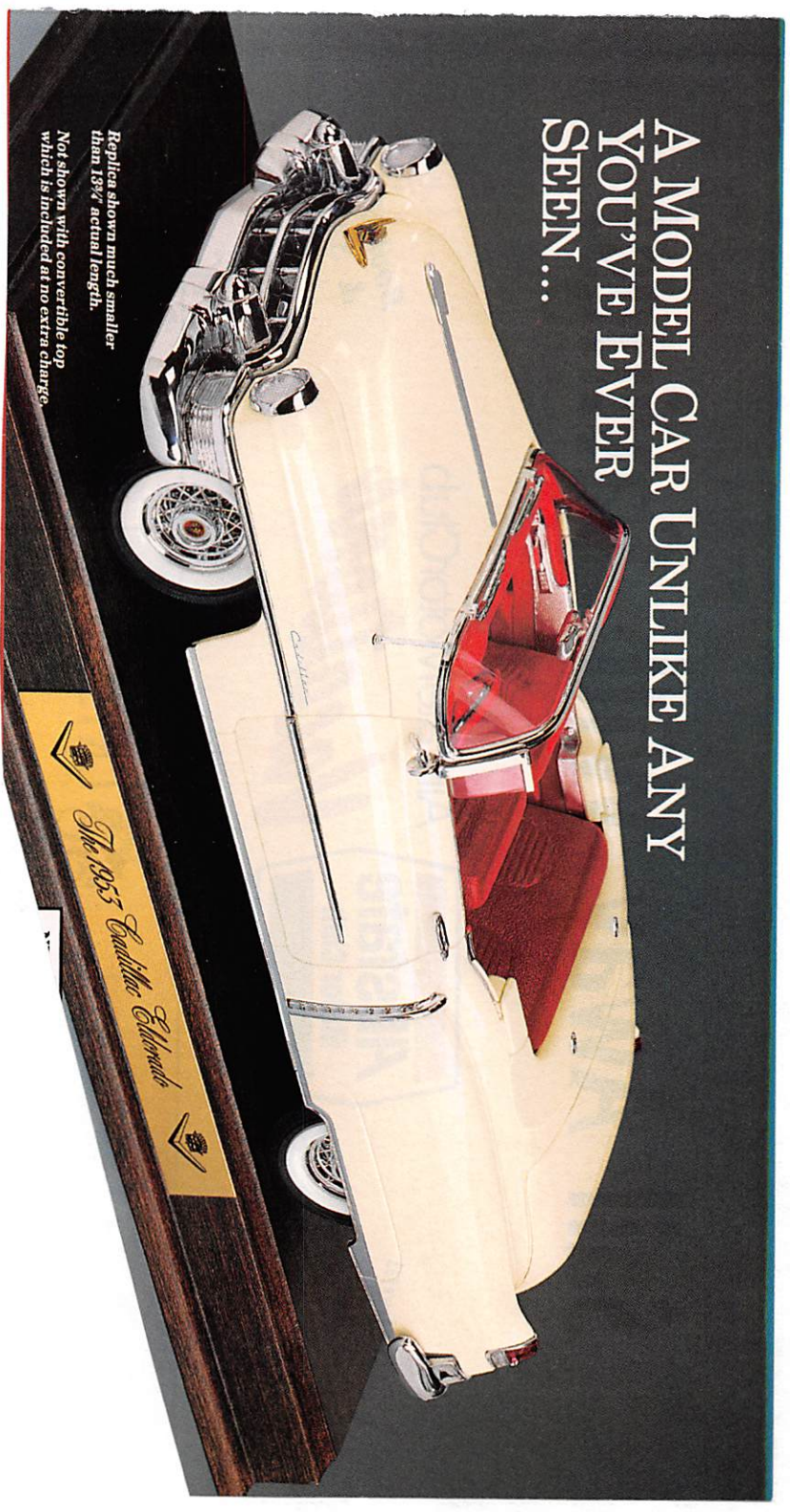
CHARLES O'REAR

The auto as art reaches glittering heights in Robert Magana's 1930 Buick, which sports mohair upholstery and brass spoke wheels. With 15 coats of new paint accented by gold-leaf pin stripes, it was judged the best paint job on a fifties car at the Five Star Productions Auto Show in San Jose, California.

Swing Low, Sweet Chariot!



A MODEL CAR UNLIKE ANY
YOU'VE EVER
SEEN...



Replica shown much smaller
than 13 3/4" actual length.

Not shown with convertible top
which is included at no extra charge.

The 1953 Cadillac Eldorado

1955 Mercedes-Benz Gullwing

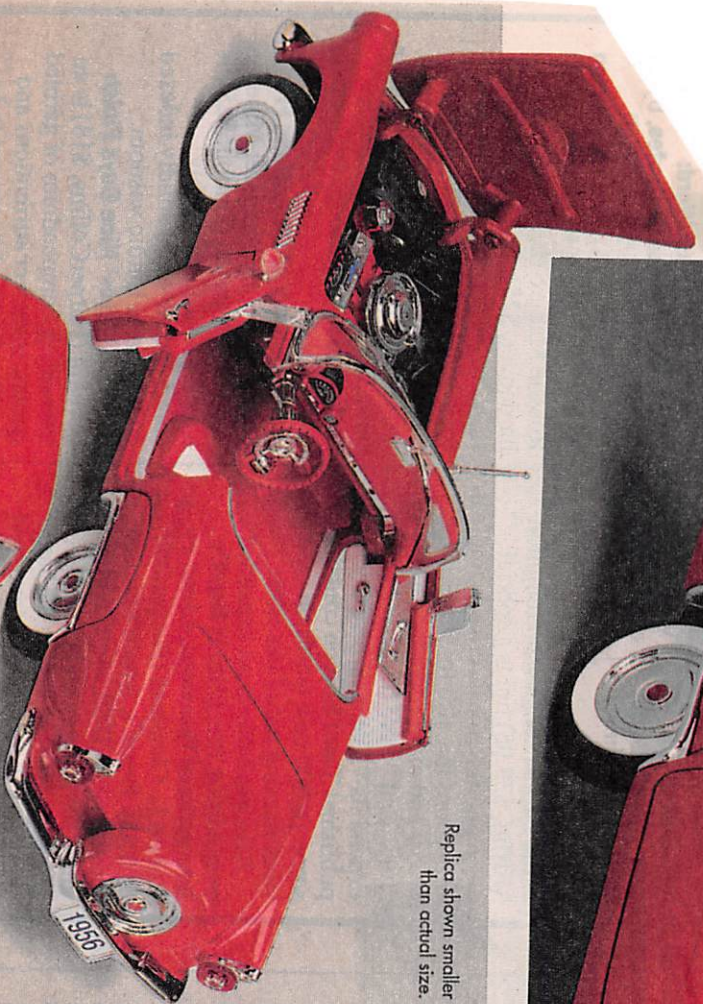


1955 MERCEDES BENZ 300 SL GULLWING

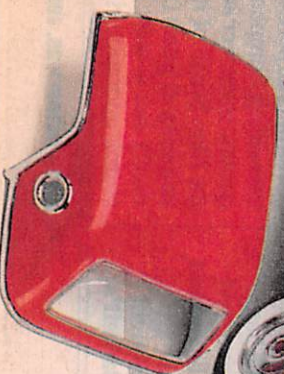
The 1956 Ford Thunderbird



Photo depicts the replica — not the actual car.



Replica shown smaller than actual size.



Both doors open smoothly, as does the hood. The roof lifts off and the front wheels turn with the steering wheel.

Ford and Thunderbird trademarks used under license from Ford Motor Company.

1951

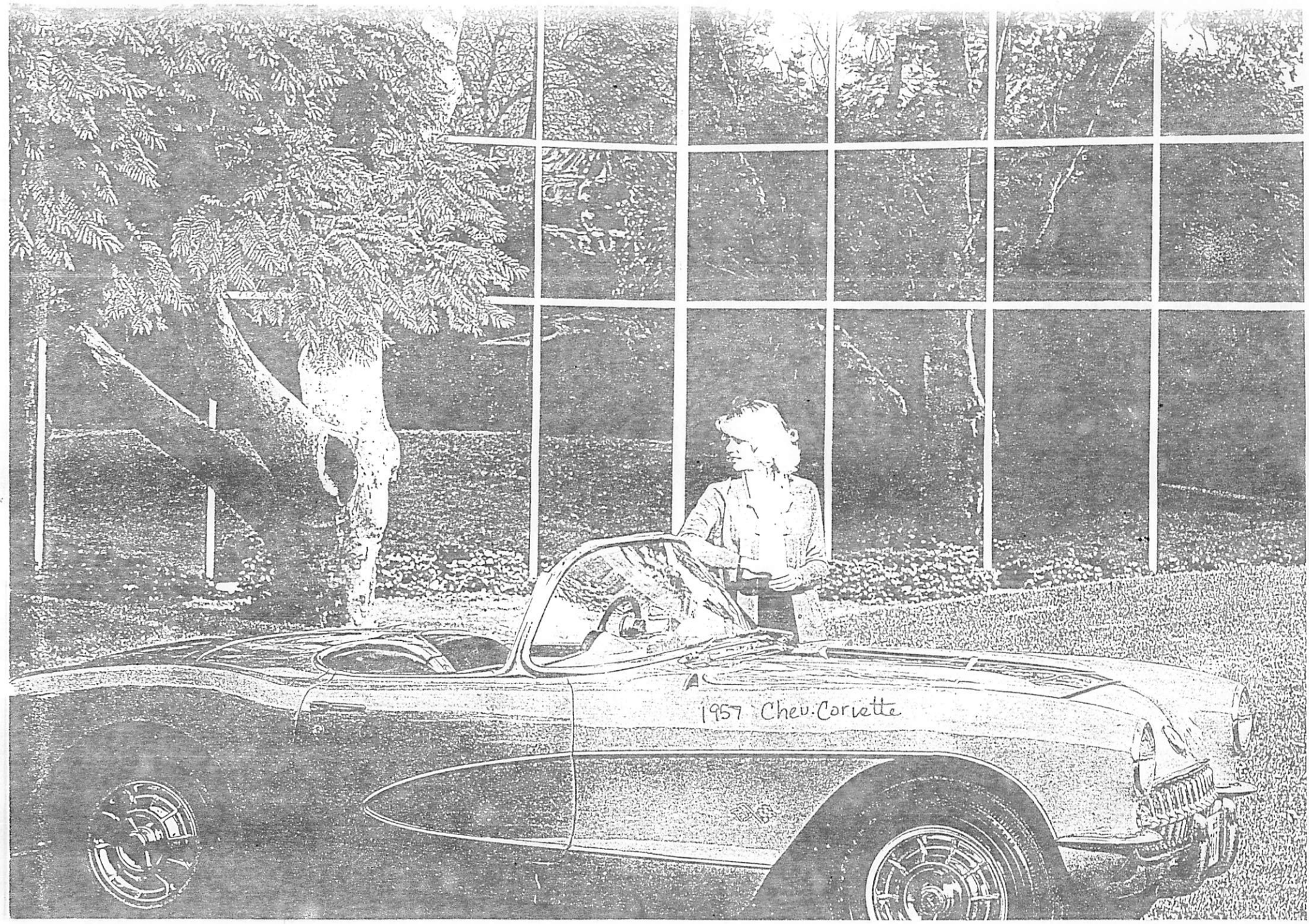


**1957 Chevrolet
Bel Air Convertible**

Owner: Carl Mitcham
Amarillo, Texas

THE '57 CHEVY CONVERTIBLE is one of the hottest movers in today's collector market. And someone will no doubt try to keep this black beauty forever. Certainly the former owner didn't, as Carl Mitcham found this car under a tree with no engine or transmission, and top and seats rotted out. Carl totally restored the Bel Air from the frame up, equipping it as original with the Power Pack option of that year—single 4-barrel, dual-exhaust, 220-hp, 283-cube V8.

1957



1957 Chev. Corvette